

BONHOMME RICHARD'S ALMANAC

Vol. 2, No. 4

February 6, 2000

"I have not yet begun to fight!"



SAILOR WINS 'THE PRICE IS RIGHT' SHOWCASE

Story by J01(SW) Robert Garnand

EW2 Felicia Bolognone boarded a bus at San Diego Naval Station with her husband James and several of her USS Bonhomme Richard (LHD 6) shipmates and headed for a showdown.

What she didn't know at the time was that she would return as the winner of the first Showcase Showdown of the millennium on "The Price Is Right" Jan. 3, 2000.

The native of Derry, Pa. said the ship's Morale, Welfare and Recreation Department sponsored the trip and she signed up because she thought it would be fun to go to the show with her shipmates.

Once they got to the studio, every one lined up outside and waited to get in.

Bolognone said, "You get interviewed by producers while you wait in line. They talked to each person so I was really trying to be as enthusiastic as possible to try and get my name called. The night before I was dreaming about the chance to get up on stage.

"I think my personality helped get my name called," she said. "I think I gave off a good stage presence while they were talking to me in line. They were asking things like who I was, why I was there and why I wanted to be on the show."

The enthusiasm and the good stage presence paid off. "I was the fifth person to be called," said Bolognone. "I was the replacement person for the one that just went on stage."

And now, ironically, Bolognone said the person she replaced was the person she faced in the showcase showdown!

Remember this. He won a car.

Now, back to our Showcase Showdown winner.

"Two more people went up on stage before I did," she said. "I bid on a dollhouse and some children's vitamins to get on stage."

After getting on stage, Bolognone played

a game called "Wrong Price." There were three prizes. An electric range, a daybed and a set of golf clubs. She had to pick which one had the wrong price next to it.

"I knew right away which price was wrong and I couldn't be persuaded otherwise by Bob Barker," the four-year Navy veteran said. Now she was headed closer to the showdown.

But first, there was paper work and waiting.

"The waiting was exhausting," Bolognone said. "They kept asking me to get my purse so they could verify that I was who I said I was for all of the paper work we had to fill out."

"You can only win once on 'The Price Is Right' your whole life. They're checking that too," she added.

Then it was time for her to spin the big wheel.

"I was the second person to spin the wheel. The first lady got 80 cents.

With only one chance to beat 80 cents, Bolognone said, "I crossed my fingers and said a little prayer real quick before I spun.

"Since I'm not that tall, I reached up as high as I could on the wheel and spun it," she said. "I spun it so hard that I hit my knee on the floor. Bob saved me though.

"The wheel went around three times and stopped on the one-dollar spot. When you land on a dollar, you win \$1,000." The third lady wasn't able to beat Bolognone's score.

Because she landed on the wheel's one-dollar spot, she got to spin again for a chance of winning up to \$10,000.

"The wheel stopped two places away from the one-dollar spot so I didn't get the extra \$10,000," she said.

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Showcase Winner from Page 1

While the show took a commercial break, the game show crew explained the steps for the Showcase Showdown to Bolognone and the earlier contestant who had won a car.

"I told him during the commercial, 'Don't be greedy because greedy people don't win.'"

"There ended up being a car in his showcase," she continued. "So instead of passing his showcase to me, he bid on it. Then I had the second showcase."

Not only did she have to overcome greed to win her showdown, but she had to overcome obstacles on the set to see her showcase!

"I had to look at the monitor to see the merchandise," she said, "because the cameras on the set were in the way."

While Bolognone was checking out the monitor, James and her shipmates were writing down the names of the merchandise and adding up what they thought the prices were.

What they had to figure the price for was furniture, carpet, a steam cleaner and a sauna. "They had a notebook and everything! They were really getting into it and trying to help me win," said Bolognone.

Now it was time for her bid on the Showcase Showdown.

"When Bob asked for my bid on the showcase, James and all of my shipmates started yelling out two different prices," she said.

"One was \$12,000 and one was \$13,000. That's all I heard," she added. "I had to listen for their voices and I could tell them apart from all of the other people yelling. It was really, really loud. I ended up bidding

\$12,500 as a compromise for the group."

Bolognone then waited for the actual showcase prices to be read. "That was pretty nerve racking," she said.

"Bob read the other guy's price first and he was off by some \$11,000. It was then that I could feel that I might win. I was like, 'I might win!' If I could have floated up in the air at that point, I would have," Bolognone said.

Her showcase bid ended up being off by a little over a \$1,000, and that made her the first Showcase Showdown winner of the millennium.

"You're supposed to stand by the podium and then walk over to the prizes," she said, "but I said forget it! I took off towards the prizes and waited for my shipmates to come up on stage."

"I think they were more excited about being on TV at that point. They were all jumping around me and finally a game show hostess had to pull me towards the prizes so I would be on the camera."

After the show and after filling out more paper work, Bolognone got to meet Bob Barker and he gave her an autographed picture.

"When we got back home," Bolognone said, "I called my mom and she called my family and even my minister! She even called me back a few times that same night. She was so excited. She kept saying, 'I can't believe it! My baby! She won! She won!'"

Although our Showcase Showdown winner can enjoy the immediacy of winning, she will have to wait until USS Bonhomme Richard returns from deployment to get her prizes.

"I'll get my prizes probably sometime in April," she said. "We'll be on deployment at that time, so I won't be there when the prizes get there. My husband, James, will be there though."

"I've given him specific instructions, and even made him sign the instructions, as to what I want done with the prizes," she said. "I'll use everything except the carpet, range and sauna right away. Those we'll keep in storage until we buy a house in the future," she said. "Everything else, James will put in our town house for us to enjoy now."

Finally, Bolognone thanked her husband and her shipmates for all of their help and enthusiasm. "I couldn't have done it without you," she said.

BONHOMME RICHARD'S ALMANAC

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AIR DEPARTMENT STUFFS IT - IN THE HANGAR BAY

Story by Laura C. Wiggins and Photo by PH3 Timothy Comerford

Friday was another USS BONHOMME RICHARD first. Air Department held their first heavy weather exercise yesterday and it was a complete success. They managed to fit one CH-53, three Heuys, four Cobras, and eight CH-46's, two more than expected, into the hangar bay.

The exercise, often called Stuff-Ex, is designed to train the crew on how best to fit as many aircraft as possible into the hangar in the event of bad weather. During a bad storm, aircraft have been known to be washed off the flight deck by waves or even blown off from high winds.

"If we are successful, the ship will remain mission capable," explained ABH3 Justin Ramella, while working in the hangar bay.

Lt. James Taylor was in charge of this exercise. As the Handler, he is involved in any exercise involving the movement of aircraft. In any given day, he coordinates between 20 and 150 aircraft launches. When asked how he felt the exercise went, he

said, "...not bad for their first exercise. Today will provide us with a better idea of the basic timeline and requirements."

V-1 Division, headed by Lt. James Edwards, was involved in the flight deck side of the events. "It went good, especially considering the simultaneous missile upload being conducted on the flight deck. I was pleased with it. They worked hard."



Among the sixteen helicopters moved to the hangar bay, three came down on the port elevator and thirteen on the starboard.

The action on the hangar bay was in the hands of Ens. David Crowe and V-3 Division.

Meetings were held to plot out the layout of the hangar bay to fit all of the aircraft inside. Along with V-2 and the AIMD crew, V-3 managed to place sixteen aircraft inside the hangar bay.

With the successful completion of Stuff-Ex, the crew has proven once again that it is ready to handle any situation the ship may face.

NATIONAL NEWS

Tanker Is Diverted to Oman

Reuters

The Persian Gulf state of Oman has agreed to take in the Russian tanker seized by the U.S. Navy on suspicion of smuggling Iraqi oil in defiance of United Nations sanctions, a State Department spokesman said Friday. The Americans have taken a sample of the fuel oil from the tanker for analysis of its origin.

General Warns of a Possible Coup in Indonesia

By Seth Mydans

The army commander warned Friday that a standoff between the president and a top general had created a "dangerous and uncertain" situation and said that he was lobbying with his men not to stage a coup.

The commander, Gen. Tyasno Sudarto, seemed to suggest that rogue officers could take action, saying, "I have to be able to convince the army to remain solid."

Jakarta has been swept by rumors of a coup since Monday, when a commission recommended the indictment of the most prominent general, Wiranto, as one of the officers responsible for the carnage last year in East Timor.

President Abdurrahman Wahid, who is traveling abroad, immediately called on Wiranto to resign his Cabinet post as coordinating minister for security affairs. The general refused.

On Friday, Defense Minister Juwono Sudarsono said that he asked Wiranto to step down. Sudarsono said that the general made no response and that the issue would have to wait until Feb. 13, when Wahid returns from his trip.

Loud Sounds Recorded in Jet

New York Times

The crew of Alaska Airlines Flight 261 heard two loud sounds from the tail of the plane before it crashed offshore here on Monday, the National Transportation Safety Board reported Friday. The sounds probably mean that the crash was caused by more than a simple jam of the horizontal control system. More information will come from the flight data recorder, but technicians in Washington did not begin working on that until Friday.

Best Week Ever for NASDAQ

Associated Press

The NASDAQ composite index rounded out its best week in history with a record Friday as investors moved money from industrial companies that may be hurt by rising interest rates to technology companies.

The NASDAQ composite index soared 33.16 points, or 0.79 percent, to 4,244.14, above its previous record of 4,235.40, set Jan. 21. In percentage terms, the technology-dominated index rose 9.1 percent, its best weekly performance in history.

The Dow Jones industrial average fell 49.64 points, or .45 percent, to 10,963.80, and the Standard & Poor's 500-stock index declined 0.6 point, to 1,424.37.

"Money continues to shift from the real world to the virtual world," said Scott Bleier, chief investment strategist at Prime Charter Ltd. in New York. "Money managers are going to the stocks that they know will perform."

SPORTS

Lawyers: Lewis a bystander

Associated Press

Police based murder charges against All-Pro linebacker Ray Lewis on the word of one witness, his attorney said.

They said they have other witnesses who say the Baltimore Raven player wasn't involved in a fight that left two men dead.

Lewis' lawyer portrayed him as a bystander during the stabbing early Monday of Richard Lollar, 24, and Jacinth "Shorty" Baker, 21. They said Lewis' only concern were acting as a peacemaker and herding his friends – who were at a post-Super Bowl party – into a limousine and away from danger.

Lewis can be tried for murder if he helped the killer or was involved in the fight that preceeded the slaying.

Players Sue Arena Football League

Associated Press

Arena Football League players filed a class-action anti-trust suit Friday seeking free agency and an end to "price-fixed salaries" and contracts without injury benefits. The suit could force the owners of the 18-team summer league to scrap the 2000 season, league spokesman David Cooper said.

Three-Way Tie at National Pro-Am

New York Times

Making a hole-in-one on the sixth hole at Poppy Hills Golf Course, Notah Begay shot a six-under-par 66 and was tied for the lead after Friday's first round of the AT&T Pebble Beach National Pro-Am. Begay was tied with David Duval and Vijay Singh. Tiger Woods was in a four-way tie for fourth.

Celtics Rally to Beat Nets

Associated Press

When Boston Celtics coach Rick Pitino sent the second string into the game on Friday night, they cut a 17-point deficit to six, then the starters came back in to finish off New Jersey 100-95 and send the Nets to their sixth consecutive loss.

Other NBA scores:

Miami 99, Washington 92;

Portland 97, Atlanta 90;

Indiana 104, Sacramento 94;

Detroit 105, Cleveland 96;

Minnesota 102, Houston 85.

Game Takes On Special Air In Canada

By Alan Robinson, Associated Press

This isn't San Jose, this isn't Tampa. Finally, snow is on the ground and a chill is in the air at the NHL All-Star game. There are no palm trees, no beaches, no distractions, no diversions.

Just hockey. In a city where hockey is much more than a pleasant way to kill time until baseball or football season starts, it often seems there is nothing but hockey.

"It is the mecca of hockey," said Philadelphia Flyers star Eric Lindros, a Toronto native.

Pick up any newspaper, and hockey dominates the sports pages. Turn on cable TV, and a hockey show is certain to be on some channel. Walk down the street, and it seems every other person is wearing a Maple Leafs ski cap or sweater, ballcap or jacket.

Of course, the biggest difference between the NHL All-Star game and those in the other major team sports is that regular-season teammates often play on opposing teams.

BLT 1/4 MARINES TRAIN AT KAHUKUS IN HAWAII

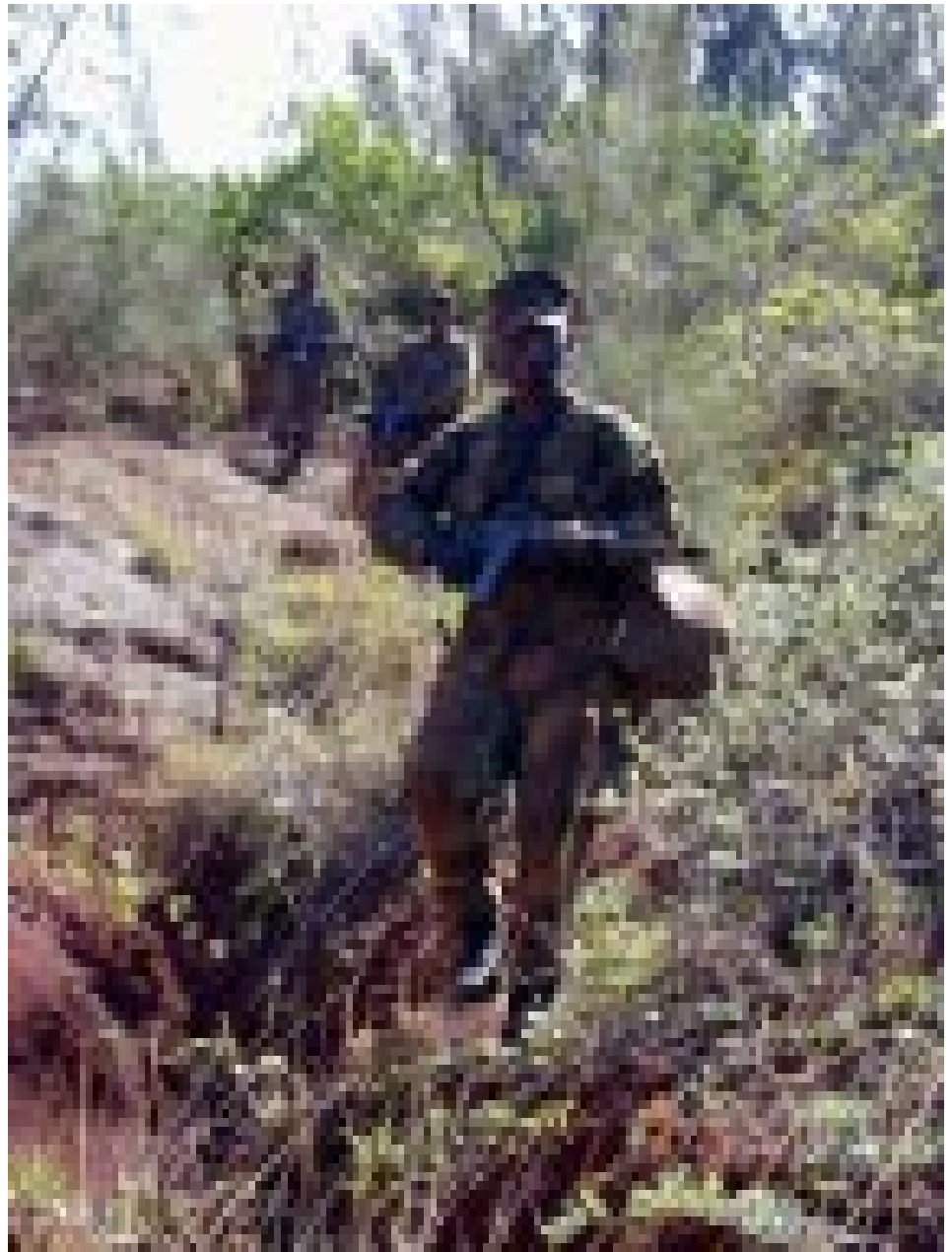
Story by
LCpl. William Hawkins,
15th MEU Combat
Correspondent

The Marines of Weapons Company, Battalion Landing Team 1/4, spent January 31 through February 3 patrolling the forests of the Army's Kahukus Training Area as part of the Sustainment Training conducted here by the 15th Marine Expeditionary Unit (Special Operations Capable).

Weapons Marines rarely patrol on foot because they specialize in anti-armor weapons and mortars - weapons too heavy to be man-portable. For many of the newer Marines in the company, the patrolling package was their first chance to sharpen the skills learned at the School Of Infantry.

"This isn't a normal training evolution for Weapons Company," said Company Commander Capt. Stefan Bien, 29, Aliso Viejo, Calif.

Weapons Company is divided into four platoons. The Headquarters Platoon takes care of administrative details and serves as the fire support coordination center for BLT 1/4. The Dragon Platoon is armed with the M-47 Dragon Anti-Armor Weapon Sys-



Lance Cpl. Jason McManus, 20, Arroyo Grande, Calif., an 81mm mortarman, with 81mm Mortar Platoon, Weapons Company, Battalion Landing Team 1/4, patrols with his squad February 2 at the Army's Kahukus Training Area, Hawaii.

tem, capable of taking out targets up to 1,000 meters away. The 81mm platoon provides fire support with the M-252 81mm Medium Extended Range Mortar, and the Combined Arms Anti-tank Platoon can destroy tanks

more than two miles away with the HMMWV mounted Tube Launched, Optically Tracked, Wire Guided, Missile Weapons System.

"Normally, we don't do dismounted patrol-

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Lance Cpl. Isidro Maximo, 19, Los Angeles, 81mm mortarman, with 81mm Mortar Platoon, Weapons Company, Battalion Landing Team 1/4, takes a knee to search for the enemy during a patrol at the Army's Kahukus Training Area, Hawaii February 2.

ling," said Bien. "We focus on anti-armor tactics, most of which require vehicles."

After the Marines were bussed to the Kahukus from Naval Station Pearl Harbor, the Headquarters Platoon split into two groups to act as aggressors against the rest of the company during the exercise. The platoons immediately dug in and set up a company defensive perimeter before starting security patrols.

The company underwent a week of training on the USS BONHOMME RICHARD before going to the Kahukus, refreshing their skills with classes on patrol orders, task organization, tac-

tics and procedures. Using that knowledge, patrols were organized and fighting holes were dug for defense.

The Marines patrolled in squads day and night. Camouflaging themselves with face paints and foliage and carrying little more than their weapons, water, and communications and navigation equipment, they ranged for miles through humid forests and hills. The terrain was new to a lot of the Marines, which was challenging and beneficial, according to Lance Cpl. James M. Dubovos, 25, Boulder, Colo., an anti-tank assaultman with Dragon Platoon.

"It's better when you don't know where you are and you have to rely on your training to navigate," he said. "Around Camp Pendleton, you can game it because you know the terrain features and it's no surprise. Here, you can get lost if you don't use your training."

Although the Kahukus turf was not jungle, it was thicker than the Marines were used to and offered a

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Lance Cpl. James M. Dubovos, 25, Boulder, Colo., an anti-tank assaultman with Dragon Platoon, Weapons Company, Battalion Landing Team 1/4, adds to the company defense by staying at the ready in a fighting hole at the Army's Kahukus Training Area, Hawaii, February 1.

"SLEEP DEPRAVATION WAS THE HARDEST PART."

lot of variables, said Dubovos.

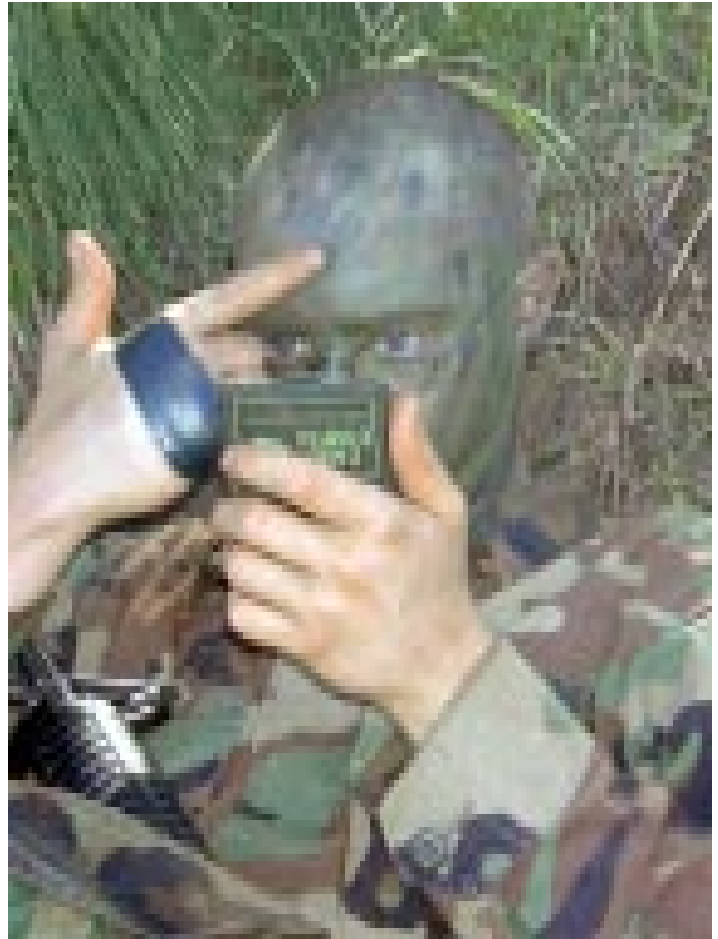
"Your initial route is a lot different than what was planned on the map," explained Cpl. Jason Porter, 22, Las Vegas, 81mm mortar squad leader. The tangled vegetation and steep ravines created obstacles that sometimes caused the Marines to improvise the patrol routes planned by patrol leaders.

Non-commissioned officers and lance corporals led patrols. The patrol leaders were responsible for the planning and execution of the patrols. They mapped the routes, organized tasks of the squad members, and were responsible for tactical decisions such as calling fire missions. The talents each Marine worked on during the training will help them individually and as a unit, said Bien.

"The responsibilities of a jungle patrol rest solely on the shoulders of the small unit leaders," said Bien. "It's difficult to control an entire platoon – the platoon leader can't do it without the skills developed from the fire team on up. Anytime you have an opportunity to develop small unit leaders, it helps them and the team across the board. It builds confidence that will help them in every aspect of their careers and lives."

The patrols increased in complexity as the evolution progressed. The Marines slept only a few hours a day and some platoons maintained 100 percent alertness throughout the night in addition to patrolling during the day. They slept when they could, but it still took its toll.

"Sleep deprivation was the



Lance Cpl. Nathan Leigh, 20, Stevens Point, Wis., a fire direction plotter with 81mm Mortar Platoon, Weapons Company, Battalion Landing Team 1/4, applies camouflage paint to his face before a patrol on the Army's Kahukus Training Area, Hawaii, February 2.

roughest part of the training for the Marines," said SSgt. Russell D. Donaldson, 29, Marietta, Ga., an 81mm mortar section leader. Overall, he said it was outstanding, but would have been more realistic if they used paintballs or other marking gear to add an element of fear to the training.

"This has been a great patrolling package for us," said Dubovos. "If you're in combat, patrolling is one of the most important things you can do. It makes our unit tighter."